

Environmental Strategy 2011–2016

Merseytravel



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Foreword

It is not an option to ignore the impact we are having on our local and global environment and our ever increasing use of limited resources. Western European countries are on average currently using the world's resources at three times their natural replenishment and absorption rate leading to serious threats such as climate change, habitat destruction and pollution of our land, water and atmosphere. As a result not only does the natural environment suffer but also the people that live in it and often far beyond the actual source of the problem.

Merseytravel have long recognised this and this document, our fourth Environmental Strategy, takes us into more than 15 years of effort and commitment to reducing and managing our impact on the local and global environment.

Environmental consultants were appointed in 1994, with the first Environmental Strategy being published in 1995. We took what was then an innovative step of appointing an Environmental Officer in 2000 to specifically drive change in the organisation.

The previous Strategy (2006-2011) brought the wider sustainability agenda into our approach including social, political and economic drivers. It will be instantly noticeable in this document that these elements have not been included this time. The reason behind this is due to the success during the last five years embedding the sustainability agenda across the organisation and our commitment being made in 2011 to develop an overarching Corporate Social Responsibility (CSR) Strategy within which our environmental actions will be an integral element.

Over the final stages of the previous Strategy, Merseytravel undertook an organisational development programme to enable us to achieve our wider vision and mission statements to be a "world class organisation".

As part of this programme we will be moving to a new headquarters building in early 2012 which will undoubtedly have a positive impact on our operational performance in many areas. This will result in new challenges that will need to be addressed in a more flexible approach as they become apparent and hence this Strategy is written as a high level document.

Delivering against the Priorities we have set in this Strategy will require a robust system of integration across the organisation alongside a regular review of targets and mechanisms to achieve them.

Merseytravel have made a high level of commitment to environmental performance with a dedicated Environment Team within the Policy Section of the organisation's Corporate Strategy and Marketing Service Area. This is to ensure this Strategy is core to the work of Merseytravel going forward.

We believe this Strategy will ensure we are well placed to address the challenges we will face over the next five years, allowing us the flexibility to adapt to changing influences and operating conditions.

Cllr Mark Dowd OBE

Chair of the Integrated Transport Authority

Neil Scales OBE

Chief Executive and Director General

I Introduction



Merseytravel is the Merseyside Passenger Transport Executive (PTE) and Merseyside Integrated Transport Authority (ITA), responsible for the provision of an efficient and sustainable transport system across the region.

Our corporate vision is to be a “world class organisation providing world class services with a mission to facilitate an integrated transport system to improve quality of life on Merseyside.”

Merseytravel is committed to ensuring we are focused on achieving this vision and do this by:

- Working with private companies who operate bus and train services
- Funding specific socially necessary bus routes
- Ensuring a high quality rail network
- Maintaining bus stations and shelters for bus users & operators
- Operating the Mersey Tunnels, Mersey Ferries and other tourist attractions

- Administering concessionary travel schemes
- Providing prepaid ticketing and travel information services
- Developing the strategic Local Transport Plan for Merseyside

Merseytravel works in close collaboration with the five Merseyside local authorities, together forming the Merseyside Transport Partnership, whose role is to develop and deliver the Merseyside Local Transport Plan (LTP), the transport Strategy for Merseyside. The current LTP for 2011-2024¹ (commonly referred to as LTP3) has the vision of:

‘A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice’.

This document is one of Merseytravel’s commitments to achieving this vision and sets out the high level Priorities and Goals we have set ourselves as an organisation and how we will achieve them.



As a sub-regional body we aim to not only demonstrate how our own in-house approach is creating positive environmental improvements but also use this to influence and encourage similar action across Merseyside and beyond. The Strategy is intended for anyone who has an interest in the way our organisation is run, particularly those with a stake or interest in the environmental aspects.

Delivery of this Strategy will be underpinned by more detailed internal actions to support these ambitions and progress will be reported in our annual Environmental Reports.

Our Environmental Commitment

Over the last decade the environmental and sustainability agenda has become more mainstream, both in general and within our own organisation, but it is a dynamic and evolving agenda. To keep pace with change the need to manage and minimise our impacts is continually increasing, whether through legislative requirements, business efficiency or our own desire to be a socially responsible organisation.

It is recognised that good environmental performance makes good business sense. Organisations that measure, manage and communicate their environmental performance are inherently well placed to respond to changing conditions and policy focus. They understand how to improve their processes, reduce their costs, comply with regulatory requirements and stakeholder expectations and take advantage of new opportunities.

To be a leading organisation and achieve our vision we will play our part in helping Merseyside to become “cleaner and greener” with an improved quality of life through better health and social integration, tied-in with low carbon economic growth. Transport plays a key role in achieving this and our aim is to ensure this is delivered with minimal impact on the local and global environment, with a particular focus on reducing the carbon intensity^a of transport as well as our own activities.

We are committed as an organisation to integrating environmental sustainability into the core of our work and minimising our impact on the environment. With our vision to:

“Be a UK exemplar of environmental sustainability in local transport provision”.

For us this means that we protect and enhance where possible the environment within which we and our partners operate, while also maintaining the quality of the services we provide and leaving a positive legacy for future generations. We will strive to compare favourably in these endeavours against other similar organisations.

To achieve this we will treat compliance as a minimum requirement and our aim is to exceed legislative requirements and wherever possible demonstrate best practice. This is something that we have already set out to achieve through our continued ISO14001 accreditation, development of our Carbon Management Plan, delivery of a range of EU level sustainable transport projects and embedding environment and sustainability into our corporate decision making processes. These are things we do because we choose to and not because we have to and this approach will be core to the delivery of this Strategy.

We will work cooperatively with our public, private and community partners to achieve positive environmental outcomes particularly on issues that are beyond our direct control, but which are crucial to us delivering our environmental commitments.

^a Carbon intensity is the average emission rate of carbon from a given source relative to the intensity of a specific activity; for example grams of carbon released per scheduled mile travelled.

II Merseytravel Key Achievements / Progress

Merseytravel's last Environmental Sustainability Strategy covered the period 2006-2011² and comprised of the three core elements of sustainable development – environment, social and economic. This 2011 – 2016 Strategy returns to a specific focus on the environmental aspects as already explained in the Foreword.

The 2006-2011 Strategy contained 66 policy statements identifying specific actions focused on individual operational areas of Merseytravel. At the end of the Strategy time-frame we recorded progress or full completion on a total of 64, a successful outcome from our point of view. Those that were not completed were subject to wider competing demands including economic or social aspects. We have listed just some of our key achievements during the period of the previous Strategy below. A more detailed summary report and case studies relating to the previous Strategy are published in our annual Environmental Report for 2010 – 2011.

Highlights

- Retention of certification of our Environmental Management System (EMS) to ISO 14001 having first achieved the standard in 2003
- Gaining the Carbon Trust Standard in 2009 for reducing our carbon footprint by 7% over 2 years
- Development of a 6 year Carbon Management Plan from 2011 to 2016 to reduce our carbon footprint by 24% (CO₂e)^b and helping us to meet our Carbon Reduction Commitment obligations
- Reduced water consumption by 44% within 4 years
- Continued delivery of the staff travel plan covering personal and business travel
- Completion of BREEAM^c rated 'Very Good' Pier Head Ferry Terminal and a planned move to an 'Excellent' rated new headquarter building
- Development of a Strategic Procurement Policy for the organisation
- Delivery with our partners of the TravelWise Smarter Choices programme^d to help people on Merseyside make more sustainable travel choices such as public transport, walking, cycling using methods such as travel planning
- Delivery of EU projects such as BIONIC (Biofuel Networks in the Community)³, which promotes the production and use of sustainably produced transport biofuels and ClimAtlantic focusing on education and carbon reduction in transport
- Development of Bus Quality Partnership schemes across Merseyside
- Supported a local operator in using hybrid buses on a Supported Bus Service

b Carbon dioxide equivalent (or CO₂e) is a universal unit of measurement used to indicate the global warming potential of a greenhouse gas, expressed in terms of the global warming potential of one unit of carbon dioxide (Defra definition).

c Building Research Establishment Environmental Assessment Method for buildings is a well recognised environmental assessment method for buildings around the world.

d TravelWise is the Merseyside Transport Partnership's campaign to help people on Merseyside make sustainable travel choices - public transport, walking, cycling and using cars wisely. The Merseyside Transport Partnership (MTP) consists of Merseytravel and Knowsley, Liverpool, Sefton, St Helens, and Wirral Councils.

III Influences and Drivers

Under our remit as an ITA and PTE, Merseytravel is subject to a wide range of local, National and EU level policies and strategies, some directly but others through our commitment to support wider transport and environmental issues in Merseyside.

This section outlines the main EU, national and local transport and environment legislation, policies and documents, which have guided the development of this Environmental Strategy.

Links to further detail on all these are available in the Appendices.

Transport

The Local Transport Act, 2008⁴ provides a framework and tools for local authorities and bus operators to work together to boost bus use, reduce congestion and help tackle climate change. It strengthened the role of PTE/ITAs and introduces reforms to the bus sector, including action on climate change and sustainability and provides us with a wider set of opportunities to achieve our aims.

The Local Transport White Paper, 2011, Creating Growth, Cutting Carbon⁵ sets out the Government's continuing commitment to addressing the twin peaks of providing a transport system that supports sustainable economic growth whilst also addressing carbon reduction. This is a key theme of the third Merseyside Local Transport Plan.

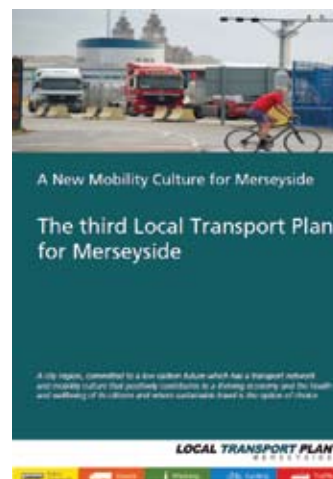
The EU White Paper, 2011, The Roadmap to a Single European Transport Area⁶ provides a vision for a competitive and sustainable transport system in the future. It states that transport needs to continue to have the capacity for growth and support mobility while also achieving a 60% reduction in carbon emissions by 2050.

The Third Local Transport Plan for Merseyside (LTP3) became active from 1st April 2011 and sets out a long term Strategy to 2024 for transport in Merseyside. In the short term to 2015 implementation plans have been developed.

The Merseytravel Environmental Strategy has been written to support the aims of LTP3, particularly in relation to Goal Two, which is to: "Provide and promote a clean, low emission transport system which is resilient against changes to climate and oil availability".

This Strategy also supports Liverpool's decade of health and wellbeing (2010-2020). Liverpool City Council and Liverpool Primary Care Trust, community groups, partners, businesses, charities and schools are united around one outcome - a healthier city region with a greater sense of wellbeing. Encouraging more active forms of travel such as cycling and walking are an important contributor to this agenda.

Responsibility for Local Transport Planning in Merseyside rests with the ITA, but is developed and delivered in collaboration with the five Merseyside local authorities (the Merseyside Transport Partnership.)



Environment and Sustainability

In 2008 the **Climate Change Act**⁷ introduced the world's first long-term legally binding framework to mitigate the worst effects of climate change. It included targets to reduce carbon emissions and powers to help meet those targets and enhance the UK's ability to adapt to the impact of climate change. The targets are to reduce carbon dioxide (CO₂) emissions by 80% by 2050 from 1990 levels with an interim target of 34% by 2020. In May 2011 government announced another interim target of 50% to be achieved between 2023-2027.

The Carbon Reduction Commitment Energy Efficiency Scheme (CRC)⁸ was introduced as a mechanism to deliver the targets set through the Climate Change Act. The CRC is a mandatory scheme to improve energy efficiency and therefore cut CO₂ emissions in large energy intensive public and private sector organisations. Merseytravel is subject to this legislation, largely due to the high energy use in the Mersey Tunnels for lighting and ventilation. The scheme features a range of reputational, behavioural and financial drivers which aim to encourage organisations to develop energy management strategies that promote a better understanding of energy usage.

Key local drivers include the **NW Climate Change Action Plan, 2010-2012**⁹, the Low Carbon Liverpool project and its report **Building the Low Carbon Economy on Merseyside**¹⁰ and the **Low Carbon Economy Action Plan, Delivering Economic Growth, 2011-2015**¹¹.

A closely related issue is adaptation to climate change and it is essential our services and infrastructure continue to function through the predicted changes to weather and climate. **Engineering the Future**, a report produced for Defra in 2011, examined vulnerabilities in different sectors of the national infrastructure, including transport, to the effects of climate change and the modifications that would be needed to increase resilience.

Air quality is a significant problem, with the UK currently not meeting legally binding EU standards. Merseyside has its own designated Air Quality Management Areas (AQMAs) and the management and reduction in regulated emissions from transport is a key area of focus both through the LTP and this Strategy. A Low Emissions Strategy (LES) has been developed for the city region in support of addressing this serious environmental and health issue.

Underpinning our work is sustainable procurement, a key mechanism for reducing resource use and waste for ourselves and our partners and contractors. The Sustainable Procurement Task Force's **Flexible Framework**¹³ is the tool we use to ensure we adopt good sustainable procurement practices.

IV Priorities and Goals for 2011-2016

Our Approach

To address our environmental challenges and opportunities we have identified six Priorities and under each of these are a series of Goals. This approach was recommended to us by the Audit Commission in 2010 after their assessment under KLOE (Key Line of Enquiry) 3.1 of our effective use of natural resources.

Our priority areas are all important and they are not presented in this Strategy in any particular order. They are our high level objectives and more detailed internal actions will be developed to support them. Where possible we will agree SMART (Specific, Measureable, Achievable, Relevant and Time-bound) actions with key Service Areas within Merseytravel.

The Strategy has been developed alongside the Local Transport Plan (LTP3) to ensure it supports the environmental Goals contained within it and in particular those in Goal 2 around carbon reduction, air quality, climate change adaptation and resource use. The actions for LTP3 Goal 2 are included in Appendix 1, while Appendix 2 identifies the main links between this Strategy and LTP3 Goal 2.

The full LTP3 is available at:
http://www.letstravelwise.org/content206_Local-Transport-Plan-3.html

The Scope of our Priority Areas

To help us define the scope of Priority areas, we considered whether our influence is direct or indirect. The scope and content of each Priority is briefly outlined below:

1. Minimising the Impact of Transport and Travel

- Privately operated bus services
Socially necessary bus services contracted by Merseytravel (Supported Bus Services) and Statutory Quality Bus Partnerships (SQBPs)
- Private train operating companies services (train services (traction) and operation of infrastructure (non-traction))
- TravelWise campaign
- Mersey Tunnel air quality

2. Reducing our Energy Use and Emissions

- Buildings owned or leased by Merseytravel:
 - Mersey Tunnels
 - Headquarters
 - Mersey Ferries (terminal buildings)
 - Bus stations
- Our Fleet:
 - Ferry vessels
 - Cars
 - Works vehicles eg vans
- Business travel:
 - Rail
 - Taxi
 - Air
- Further scope
 - Water (carbon emissions)
 - Staff travel to work

3. Conserving Resources and Managing Pollution and Waste

- Sustainable Procurement
- Resources such as water and office paper
- Biodiversity
- Waste to landfill
- Recycling

4. Achieving Environmentally Sustainable Infrastructure and Services

- Infrastructure paid for or leased by Merseytravel (includes design, build, refurbishment, operation of facilities, cleaning and maintenance) for sites such as Mersey Tunnels, bus stations, travel centres, ferry terminals, tourist attractions and bus stops across Merseyside as well as our headquarter office buildings. Also train station developments and enhancements which we contribute to.
- Adaptation to climate change
- Infrastructure that promotes sustainable transport (e.g. cycle facilities and electric vehicle charging points)

5. Engagement with Partners and Stakeholders

- Internal environmental engagement
- External environmental engagement (including attendance and input into environmental transport groups/fora and networks)
- Contribution to regional, national, EU initiatives
- Corporate partnership work with the wider community and schools on environmental issues
- TravelWise campaign. This also comes into Priority 1.

- Link to Liverpool City Region low carbon objectives

6. Environmental Performance and Monitoring

- Embedding the Environmental Strategy into the Business and Performance Planning Framework
- Reporting environmental performance to the ITA, the Executive Board and wider stakeholders
- Annual review of Strategy delivery plan
- Corporate Social Responsibility
- Annual Environmental Report
- ISO 14001 Environmental Management System

Priority 1: Minimising the Impact of Transport and Travel



Goals:

- 1.1 Reduce pollution from public transport across Merseyside without compromising standards of services**
- 1.2 Accessible and sustainable travel choices for people of Merseyside**
- 1.3 Air quality in the Mersey Tunnels to continue to meet safe limits**

This Priority relates to aspects of public transport and travel which Merseytravel does not have direct control over, including vehicle pollution in the Mersey Tunnels. The travel of our own staff is covered in Priority 2.

Burning fossil fuels to operate public transport leads to the release of greenhouse gases (GHG) and other pollutants which cause climate change and affect local air quality. Nationally buses account for 3.7% of the domestic transport sector's CO₂ emissions while railways account for 1.8%⁵. Public transport also has the potential for other environmental impacts such as pollution from chemical use, oils, effluents, litter and noise.

Merseytravel works with public transport operators and local authority partners to address these environmental and health risks. Through partnership working, contractual arrangements and performance monitoring we work towards reducing emissions and other environmental impacts of public transport. We support public transport operators on initiatives including behaviour change and seek funding for and support research trials to help deliver this Priority.

Most bus services are operated by private companies, which Merseytravel has limited ability to influence. We subsidise some socially necessary services (called Supported Bus Services) that would not normally be profitable for commercial operators to run. We issue tenders for these contracts and so are able to specify minimum bus standards to influence the environmental standard of these buses. We also use departure charges from bus stations to provide financial incentives for all bus operators to run cleaner buses.

Trains on Merseyside are also run by private companies. Merseyrail is a concession let by Merseytravel to run from 2003 to 2028 with five year reviews. Northern Rail runs a franchise let by DfT, which ends in 2013. We are currently

co-signatory with limited scope to influence. Network Rail maintain and develop Britain's railway infrastructure including tracks, signalling system, rail bridges, tunnels, level crossings, viaducts and 18 key stations including Liverpool Lime Street. Train companies lease the stations through which they operate and are responsible for the day to day running of them. In Britain, most passenger rolling stock is owned by Rolling Stock Companies (ROSCOs) and leased to passenger Train Operating Companies (TOCs).

Below we have presented the carbon footprint of our current Supported Bus Services contracted by Merseytravel and that of Merseyrail, as they are two areas over which we have some influence.

Contracted Bus and Merseyrail carbon emissions for 2010	CO ₂ e (tonnes)	Percentage of total (%)
Merseyrail^e		
Traction ^f electricity	36,628	67
Domestic electricity	5,608	10
Domestic gas	499	1
Staff travel	83	0
Merseyrail Sub Total	42,818	78
Supported bus services^g	11,671	21
Total	54,490	100

We will work with Merseyrail and Northern Rail on joint environmental objectives.

Through our Smarter Choices programme led by Travelwise we support businesses, schools and individuals to make lower carbon travel choices where possible and the effectiveness of these initiatives will

be assessed throughout the lifetime of LTP3. Merseytravel's website has an access guide and a link to a journey planner to help people to plan their journeys and also information about how to access our offices by public transport to help our visitors reach us by sustainable means.

e Merseyrail's baseline year is 2010.

g Supported bus services baseline year is 2009/10.

f Traction electricity is the electricity used to operate the trains.

Priority 2 : Reducing Our Energy Use and Emissions



Goals:

- 2.1** Generation and use of renewable energy
- 2.2** Reduction in energy use across our operations without compromising standards of service
- 2.3** Staff travelling more sustainably while on business and travelling to work

Merseytravel is committed to addressing climate change by reducing our energy use, through effective energy management and behavioural change (Priority 4), procurement (Priority 3) and technology solutions. We have measured and reported on our total carbon footprint since 2000, having reviewed and refined it to ensure it is accurate and in-line with current best practice. The buildings and transport included in our carbon footprint are those within our direct control and are listed in the table below. We use CO₂e as our metric to reflect the wider range of greenhouse gases (GHG).

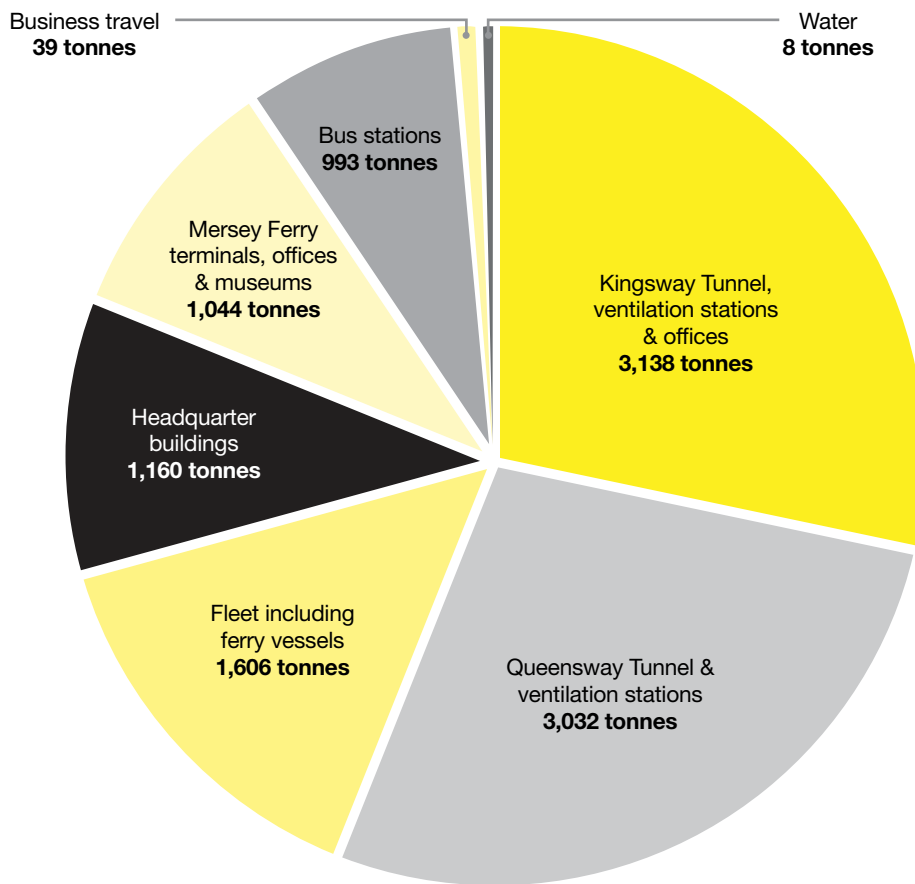
Our organisational GHG emission baseline (CO₂e) has been set at the 2009/10 level and is shown within the pie chart opposite, with Merseytravel having a footprint of 11,225 tonnes CO₂e. Our 6-year Carbon Management Plan (CMP) and supporting Staff Travel Plan will be the driving forces to reduce our GHG emissions.

Our Carbon Management Plan was developed during 2010 with delivery taking place between 2011 to 2016. It identifies potential projects, costs and estimated GHG emission savings over the 6 years to enable us to achieve our target of a 24% reduction from 2009/10 baseline levels. More information on the CMP is contained in Appendix 3.

Merseytravel's Staff Travel Plan is a package of mechanisms, initiatives and targets aimed at promoting greener, cleaner, more sustainable travel choices to staff both at work and while

commuting. Its core aims are reducing the reliance on the private car, and promoting alternatives to travel such as video conferencing. Targets are listed in Appendix 4.

CO₂e Emissions for baseline year 2009-2010



Priority 3: Conserving Resources and Managing Pollution and Waste



Goals:

- 3.1 Embedding of sustainable procurement through the organisation**
- 3.2 Monitoring of resource use and actions to minimise**
- 3.3 Reduced emissions to land, water and air from our operations including less waste to landfill**
- 3.4 Minimal impact on natural environment of our operations and enhancement where appropriate**

Resources in this context include those that occur naturally, such as water, biodiversity and minerals (fossil fuels are covered in Priorities 1 and 2) but also processed products such as paper and chemicals. We define waste according to the Waste Framework Directive as 'any substance or object which the holder discards or intends or is required to discard'.

Merseytravel's activities consume and affect resources and produce wastes and pollution which impact on the quantity and quality of local, national and global resources. We will minimise our use of resources (without compromising the level of services), production of waste and pollution, and where possible, improve the natural resources and environment we affect.

Merseytravel's Strategic Procurement Policy will be key to the delivery of this Priority as it has sustainability at its core. We use the Sustainable Procurement Task Force's flexible framework for measuring progress.

We will assess our operations and products needed to carry them out against the waste hierarchy. These measures will help reduce the amount of resources we use, the amount and type of waste we discard and how we prioritise the disposal of it.

Areas with the most potential to cause pollution are our bus stations, the Mersey Ferries, and the Mersey Tunnels, due to the use and storage of oils and chemicals and inevitable risks of spills at these sites, so we ensure measures are in place to minimise any pollution risk. We also ensure that the air quality in the Tunnels meets human health targets (which are more stringent than environmental targets) to enable work to be carried out safely. Through our Environmental Management System (EMS) and certification to ISO 14001 we will continue to ensure our operations work towards best practice whenever possible.

We will look for opportunities and projects through which we and the services we contract can minimise our impact on the natural environment and enhance it where possible.

While reducing regulated air emissions doesn't always go hand-in-hand with reducing carbon, the CMP can also play a role in addressing air quality issues within our direct control. Where conflicts arise they will be dealt with on a case by case basis and by using the LTP3 framework for assessing priorities.

Woodside Ventilation Station



Priority 4 : Environmentally Sustainable Infrastructure and Services



Goals:

- 4.1 New infrastructure designed and built to appropriate sustainability criteria**
- 4.2 Management of buildings and services to minimise their impact on the environment**
- 4.3 Provision of infrastructure that promotes sustainable transport choices**

The efficient and sustainable management of our buildings and services is crucial to our environmental performance. Merseytravel own and operate the Mersey Tunnels, bus stations, travel centres, ferry terminals, tourist attractions and bus stops across Merseyside as well as leasing our headquarter office building. We also contribute to some train station developments and enhancements. Through the use of technology, contractual requirements and partnership working we will ensure these are delivered to a high standard whilst maximising environmental benefits.

The design, build, refurbishment and operation of facilities (including cleaning and maintenance) within our control will minimise environmental impacts and be resilient to the impacts of climate change. Where possible we will aim to ensure they are accessible by low carbon modes such as cycles and walking and include renewable energy generation, provision of electric vehicle charging infrastructure, recycled water and green infrastructure^h. For projects fully funded by Merseytravel we will set financial thresholds to ensure an appropriate assessment is carried out for renovation and new build projects including external assessments such as BREEAM or CEEQUALⁱ when appropriate. For projects partially funded by Merseytravel we will work with partner organisations to ensure an appropriate assessment is carried out.

St Helens Central Rail Station



^h Green Infrastructure includes natural environment elements such as clean water bodies, healthy soils, plants and trees

ⁱ Civil Engineering Quality Assessment and Award Scheme Supported bus services baseline year is 2009/10.

Priority 5 : Engagement with Partners and Stakeholders



Goals:

- 5.1 Increased engagement on Merseytravel actions to reduce the environmental impact of transport and our operations**
- 5.2 To ensure the role of sustainable travel options in reducing the impact of transport on the local and global environment is understood and acted upon**
- 5.3 Contribute to delivery of low carbon and transport initiatives and demonstration projects regionally, nationally and within the EU**

Our key partners and stakeholders include our own staff, the five Merseyside local authorities, public transport providers and the people and commuters of Merseyside. Working with them is crucial to achieving our Goals while serving the needs of Merseyside. More widely we liaise with and contribute to EU and national policy making bodies, campaigns and initiatives.

We are committed to information sharing and working together with staff across Merseytravel and our partners and stakeholders to inform our own policies and foster and encourage environmental stewardship across Merseyside. We will aim to bring this focus into the remit of all staff when undertaking their normal duties through training, inductions and awareness raising based around an agreed environmental engagement plan. The plan will look at how best to market our environmental messages and engage with different audiences.

Our annual Environmental Report is expected to widen in its scope to cover Merseytravel's Corporate Social Responsibility (CSR) work and in support of this we have developed a Corporate Engagement Strategy.

Responsibility for the LTP rests with the Integrated Transport Authority (ITA), but is developed and delivered in close collaboration with the five Merseyside local authorities, who together with Merseytravel form the Merseyside Transport Partnership. In addition to liaising with the general public we engage on specific issues with schools, young people, older people, disability and women's groups. Merseytravel will continue to engage and consult with the local community and our corporate partners to ensure environmental improvement is at the heart of both our and our partners' visions, values and implementation programmes.

Merseytravel currently attends and contributes to various national, regional and local groups and networks including the Low Carbon Vehicle Partnership, Passenger Transport Executive Group Sustainability Forum, Liverpool City Region (LCR) Climate Change Network and Liverpool Chamber of Commerce's Energy and Environment Group. In particular the LCR Low Carbon Economy Board and its transport priorities will be key to us delivering the wider LTP transport goals and priorities. Also engagement with the private and academic sectors will help deliver technology and employment opportunities.

The Beatles Story at Pier Head Ferry Terminal



Priority 6: Environmental Performance and Monitoring



Goals:

- 6.1 Responsibility and delivery of the Environmental Strategy is embedded into the Merseytravel Business and Performance Planning Framework**
- 6.2 Environmental performance across the organisation is reported regularly to the ITA, the Executive Board and wider stakeholders**
- 6.3 Annual review and reporting of Strategy delivery in-line with CSR ambitions annually**
- 6.4 Annual certification to EMS ISO 14001**

Merseytravel is committed to ensuring that environmental considerations are fully embedded across the organisation through our business and performance planning, staff roles and responsibilities, policy development and project implementation.

Our ISO 14001 certified Environmental Management System (EMS) sets specific, annual and externally verified requirements, which ensure the quality of our data and management of our significant environmental impacts.

This Strategy has been developed alongside a Delivery Plan which shows the mechanisms for achieving the Priorities and Goals and the parts of Merseytravel which will have key responsibilities. It provides a framework for setting our intended direction and will be reviewed annually to ensure it is up to date and relevant and to allow flexibility.

The Strategy will be embedded into our Business and Performance Planning Framework. When each Service Area develops their work plan they will need to identify their environmental impacts and opportunities in each Priority area and develop actions to address them. Performance monitoring will track progress against these commitments.

The following diagram shows the reporting structure for the Strategy. It illustrates the links through all levels in the organisation from officer working groups through higher level management and Directors up to the Executive and Authority.

It's intended that the organisation's sustainable development work will be brought together into a Corporate Social Responsibility (CSR) Strategy. Our environmental commitments will be balanced against economic and social considerations so that the most sustainable overall outcome is achieved.

Under our previous Strategy we were successful in implementing many projects across the entire scope of our work (as highlighted in our Key Achievements section) and we will ensure improvement is continual.

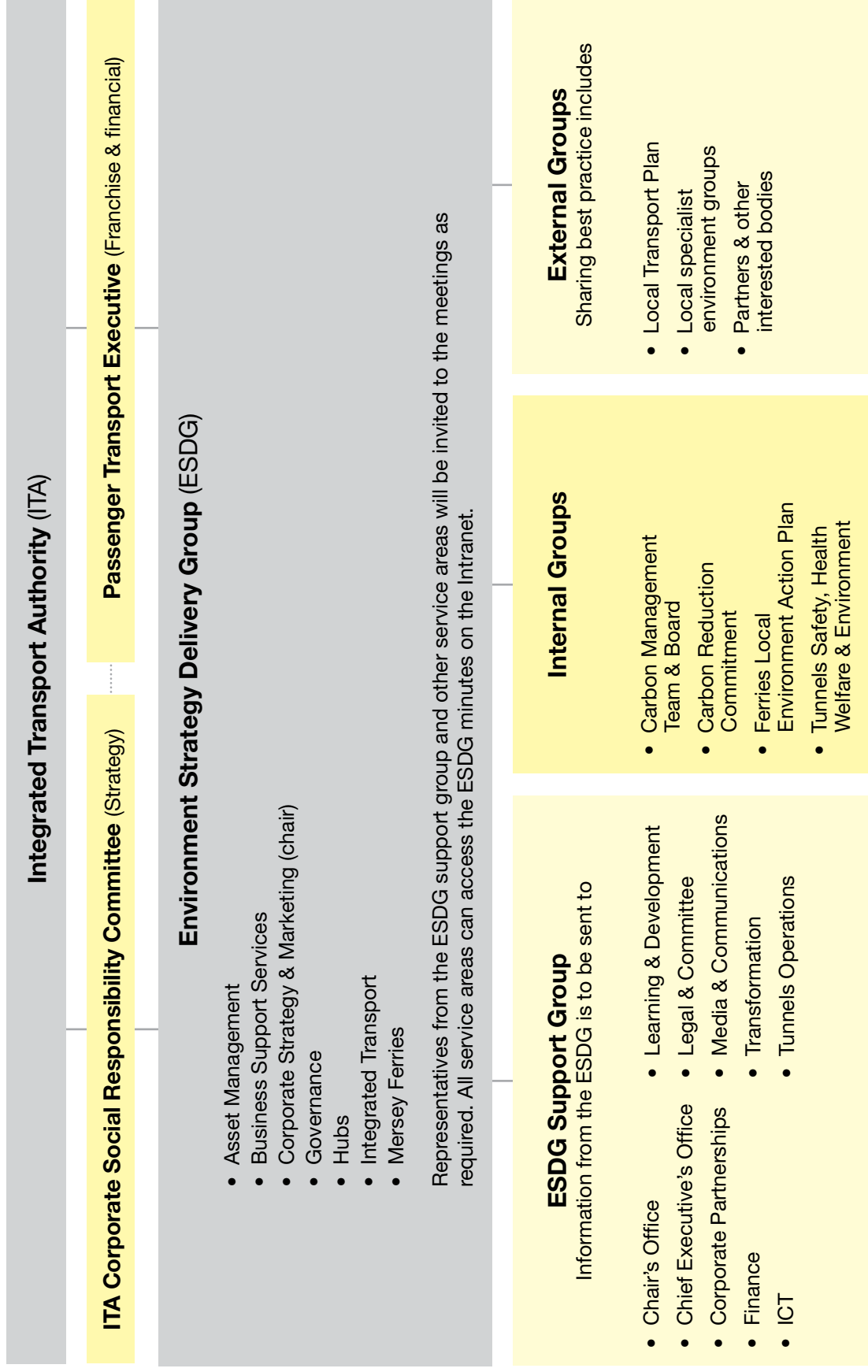
Where possible and when Priorities and Goals are within our direct influence, we have set a specific target. When measuring our progress is important, but an outcome is more difficult for Merseytravel to control or influence, we will monitor progress but not set a specific target (in many cases the data will already be collected internally or externally). In some cases we have not set a target as it may not have the desired effect, for example setting a target to reduce the number of recorded pollution spills/incidents could lead to incidents not being recorded.

Progress against the targets and indicators will be regularly reported to key staff, senior management including the Executive Board and ITA Members and we will continue to report externally on progress through an annual report.

Our Strategy sits alongside the strategies and work of partner organisations such as local authorities and the bus and rail companies. Through regular engagement with relevant organisations we will ensure there is a joined-up approach to delivering priorities.

We will investigate the most appropriate tools and organisations to benchmark ourselves against to further integrate and improve performance across the organisation.

Environment Strategy Corporate Reporting Structure



Overall budget and policy responsibility rests with 18 Councillors from Merseyside's 5 Districts who serve on the Integrated Transport Authority (ITA). 11 of these Councillors sit on the Corporate Social Responsibility Committee. The Merseyside Passenger Transport Executive is accountable to the ITA. The ESDG is the Environment Strategy Delivery Group. The core group are parts of the organisation which are key to managing and influencing environmental impacts. Members in the support group are from sections that have a lower direct environmental impact, but who we still need to engage with on specific actions.

V Delivering the Strategy

Annual Delivery Plan for Environmental Strategy: 2011-2012

This Delivery Plan sets out our high level ambitions and will be underpinned by more detailed internal actions, with progress being reported in our annual Environmental Reports.

Priorities and Goals	Mechanisms	Indicators / Targets (in bold)	Key Merseytravel Service Areas
Priority 1 - Minimising the impact of transport and travel			
<p>1.1. Reduced pollution from public transport across Merseyside without compromising standards of services</p>	<p>Supported Bus Services contracts and Statutory Quality Bus Partnerships (SQBPs)</p> <p>Engaging with and supporting public transport operators to deliver environmental improvements to services and operations</p> <p>Seek funding and support for trials and use of low emission transport technologies, alternative fuels and fuel efficiency measures</p> <p>Use of departure charge system and anti-idling measures at bus stations</p>	<p>Environmental standard of bus fleet (as per LTP3 indicator ^j) and standard of supported bus services fleet</p> <p>Estimated transport related emissions from Supported Bus Services as per km and per passenger km (modified version of LTP3 indicator ^k)</p> <p>Number of engine running fines recorded by Merseytravel</p> <p>90% of vehicles on Supported Bus Services and SQBPs will use a minimum of Euro III or equivalent engine standard or use lower emission fuels or technology by 2016</p>	<p>Integrated Transport Hubs</p> <p>Corporate Strategy and Marketing CSM (Environment Team and Smarter Choices)</p> <p>Mersey Ferries</p> <p>Asset Management</p>
<p>1.2. Accessible and sustainable travel choices for people of Merseyside</p>	<p>Delivery of Merseyside TravelWise Smarter Choices campaign</p> <p>Marketing of services, promotions, concessionary and pre-paid smart ticketing to encourage public transport use</p> <p>Responses to planning proposals and consultations</p>	<p>Key TravelWise indicators in LTP3 ^l:</p> <p>Cycling index of usage,</p> <p>Mode share of journeys to school,</p> <p>Travel to work modal share indicator</p>	<p>CSM (Smarter Choices team and Marketing)</p> <p>Chief Executive/Director General (Ticketing)</p>

^j Refer to LTP3 target description Appendix 5

^k Refer to LTP3 target description Appendix 5

^l Refer to LTP3 target description Appendix 5

Priorities and Goals	Mechanisms	Indicators / Targets (in bold)	Key Merseytravel Service Areas
<p>1.3. Air quality in Mersey Tunnels to continue to meet safe limits</p>	<p>Air quality monitoring at Mersey Tunnel locations</p>	<p>Achieve standards in Control of Substances Hazardous to Health Regulations 2002 (as amended) and Air Quality Standards Regulations 2007</p>	<p>Asset Management</p>
<p>Priority 2 - Reducing our energy use and emissions</p>			
<p>2.1. Generation and use of renewable energy</p>	<p>Implementation of our Carbon Management Plan</p>	<p>Reduce carbon dioxide equivalent footprint by 24%^m by 2016. (calculated from the emissions from electricity, gas, water, vehicle fleet and business travel)</p>	<p>Asset Management Hubs</p>
<p>2.2. Reduction in energy use across our operations without compromising standards of service</p>	<p>Implementation of the Staff Travel Plan (business travel and travel to work)</p>	<p>Targets in biennial staff travel surveyⁿ</p>	<p>Information and Communication Technology (ICT) CMS (Environment Team and Corporate Policy Smarter Choices)</p>
<p>2.3. Staff travelling more sustainably while on business and travelling to work</p>			<p>Mersey Ferries Business Support</p>
<p>Priority 3 - Conserving resources and managing pollution and waste</p>			
<p>3.1. Embedding of sustainable procurement through the organisation</p>	<p>Merseytravel Strategic Procurement Policy and its implementation</p>	<p>Achieve Level 5 on Sustainable Procurement Task Force Flexible Framework by 2016^o</p>	<p>Business Support CSM (Environment Team)</p>

^m From the baseline figure in 2009/10. This equates to a business as usual reduction of 27%, which takes into account that our energy demand (without any interventions) will increase by 0.7% each year.

ⁿ Refer to Merseytravel Staff Travel Plan target description Appendix 4.

^o The Flexible Framework is a framework of key behavioural and operational change programmes against which progress can be measured. It originates from Procuring the Future, Sustainable Procurement National Action Plan: Recommendations from the Sustainable Procurement Task Force, 2006.

<p>3.2. Monitoring of resource use and actions to minimise</p>	<p>Environmental Management System (EMS) monitoring and reporting systems</p>	<p>Total volume of water consumed in m³ at key locations Amount of office paper ordered in tonnes</p>	<p>Asset Management Business Support CSM (Environment Team)</p>
<p>3.3. Reduced emissions to land, water and air from our operations including less waste to landfill</p>	<p>Waste contracts procured to follow the waste hierarchy Investigate methods and technologies to reduce resource use and waste Identification of high risk areas and ensures control measures are in place through the EMS</p>	<p>Amount of waste to landfill in tonnes Amount of waste recycled in tonnes Recycled waste as a percentage of total waste Establish 2012/13 waste baseline and use to set targets for future years^P See target on EMS under Priority 6</p>	<p>Business Support CSM (Environment Team) Asset Management ICT Human Resources (Health and Safety) Mersey Ferries Mersey Tunnels Operations</p>
<p>3.4. Minimal impact on natural environments and enhancement where appropriate</p>	<p>Development of policies/action plans on key areas as required e.g. waste, resource use, communications Promote community group involvement on the transport network to enhance and conserve the local area</p>		<p>CSM (Environment Team and Corporate Partnerships) Asset Management</p>
<p>Priority 4 - Achieving environmentally sustainable infrastructure and services</p>			
<p>4.1. New infrastructure designed and built to appropriate sustainability criteria</p>	<p>Buildings, infrastructure and maintenance projects and contracts to undergo appropriate sustainability assessment</p>	<p>100% of projects fully funded by Merseytravel meet environmental appraisal thresholds^Q</p>	<p>Asset Management Integrated Transport CSM (Environment Team)</p>

^P 2012/13 will be waste baseline as we will have more detailed information from a new waste contract by then and this will be our first full financial reporting year in our new headquarters building.

^Q The level of environmental appraisal/action needed is decided by pre-defined financial thresholds set by Merseytravel.

Priorities and Goals	Mechanisms	Indicators / Targets (in bold)	Key Merseytravel Service Areas
<p>4.2. Management of buildings and services to minimise their impact on the environment</p>	<p>Assessment of current and future infrastructure and service vulnerabilities to climate change and production of adaptation response</p>	<p>Climate Change Adaptation response in place by end of 2012</p>	<p>Asset Management Integrated Transport CSM (Environment Team)</p>
<p>4.3. Provision of infrastructure that promotes sustainable transport choices</p>			
<p>Priority 5 - Engagement with stakeholders and partners</p>			
<p>5.1. Increased engagement on Merseytravel actions to reduce the environmental impact of transport and our operations</p>	<p>Development and delivery of environmental engagement plan including external marketing Awareness raising and training for staff Attendance and input into environmental and transport groups/fora and networks Corporate partnership work with the wider community and school Travelwise campaigns through Smarter Choices team Ensuring transported and the LTP are linked to Liverpool City Region (LCR) low carbon objectives through engagement with public and private bodies</p>	<p>90% of staff by March 2016 to have passed environmental awareness training Environmental communications plan completed by March 2012 Refer to LTP3 TravelWise indicators in Priority 1</p>	<p>CSM (Environment Team and Corporate Partnerships) Integrated Transport Learning and Development Media and Communications</p>
<p>5.2. Ensure the role of sustainable travel options in reducing the impact of transport on the local and global environment is understood and acted upon</p>			
<p>5.3. Contribute to delivery of low carbon and transport initiatives and demonstration projects regionally, nationally and within the EU</p>			

Priority 6 - Environmental performance and monitoring

<p>6.1. Responsibility and delivery of the Environmental Strategy is embedded into the Merseytravel Business and Performance Planning Framework</p>	<p>Environmental responsibilities in business planning and performance monitoring of all Service Areas</p> <p>Regular reporting of relevant environmental issues and progress to Integrated Transport Authority and Passenger Transport Executive</p>	<p>Environment Strategy Priorities are included in business and performance planning</p>	<p>CSM (Environment Team) Legal and Committee Corporate Development All service areas</p>
<p>6.2. Environmental performance across the organisation is reported regularly to the ITA, the Executive Board and wider stakeholders</p>			
<p>6.3. Annual review and reporting of Strategy delivery in-line with Corporate Social Responsibility (CSR) ambitions annually</p>	<p>Development of a Corporate Social Responsibility (CSR) Strategy</p> <p>Collection of environmental data required for key indicators/targets to be reported on in annual report</p>	<p>Production of CSR Strategy and annual reporting by 2016</p>	<p>Corporate Development CSM (Environment Team)</p>
<p>6.4. Annual certification to ISO 14001</p>	<p>ISO 14001 certified Environmental Management System in place</p> <p>Engage team of staff environmental ambassadors</p> <p>Standardise environmental record keeping across the organisation</p>	<p>Achieve annual certification to ISO 14001</p>	<p>CSM (Environment Team) Human Resources (Health and Safety) Ferries Asset Management ICT Tunnels Operations</p>

Appendices

Appendix 1

The Third Local Transport Plan for Merseyside (LTP3): Goal Two Actions

Goal Two is to: “Provide and promote a clean, low emission transport system which is resilient against changes to climate and oil availability”. Actions have been numbered to enable them to be cross referenced against Environmental Strategy Priorities and Goals in Appendix 2.

Short term actions	Longer term actions
<p>Traffic</p> <ol style="list-style-type: none"> 1. Develop an Alternative Fuel Infrastructure Strategy to identify future fuel needs, infrastructure requirements and delivery models. 2. Continue to pursue means of delivering the eLive project to provide infrastructure for electric vehicles to charge. 3. Work in partnership with service providers (for example the Energy Saving Trust Advice Centres) to ensure effective targeting of programmes around fuel efficient vehicle choice, alternative fuels and driving techniques. 4. Ensure good provision of information around sustainable vehicle choice, alternative fuels, fuel-efficient driving techniques and car share. 5. Prioritise the optimisation of SCOOT (Split Cycle Offset Optimisation Techniques) systems across all districts and explore opportunities for shared learning to reduce congestion and traffic emissions. 	<ol style="list-style-type: none"> 6. Implement the Alternative Fuel Infrastructure Strategy 7. Consider ITS^r and selective engineering works where they will reduce congestion and traffic emissions.
<p>Modal shift</p> <ol style="list-style-type: none"> 8. Focus TravelWise activity where it will have most impact. Particularly around; commuting and business travel which are often single-occupancy trips, education trips which contribute to am and pm traffic peaks and short-distance trips which have greatest potential to be shifted to active modes. 	<ol style="list-style-type: none"> 9. Ensure infrastructure is in place to “lock-in” benefits of TravelWise activities.

^r ITS means Intelligent Transport Systems

Delivery the Active Travel Strategy

10. Develop and implement a standardised approach to the monitoring and evaluation of CO₂e and air quality impacts of smarter choices programmes.

Public transport

11. Continue to work in partnership with bus operators to deliver Statutory Quality Partnership (SQP) Schemes to improve vehicle standards, reduce emissions, promote alternative fuel use, reduce repetition of services on routes and increase patronage.
12. Examine use of Merseytravel contracted services to support trials and use of alternative fuels and new Euro standard vehicles and technologies.
13. Implement a TQP^s which includes progressively tightening emission standards as a prerequisite to membership.
14. Subject to feasibility studies, expand the Merseytravel departure charge system at bus stations to promote low emissions vehicles by incorporating differential charging of vehicles.
15. Investigate the feasibility of procuring a fleet of low emission buses to be made available for operators use on contracted services.
16. Provide support to operators in using alternative fuel and new technologies in their fleets.
17. Encourage and support Merseyrail Electrics to decarbonise their energy supply to make the rail network carbon neutral.

Fleet vehicles

18. Through Quality Partnerships promote best practice and improved environmental performance in the bus, freight and taxi fleets.
19. Through the Freight Quality Partnership (FQP) develop an increased understanding of the nature (age, vehicle type etc.) of the HGV and LGV fleet operating on Merseyside to allow better targeting of initiatives.
20. Through the FQP identify freight routes and destinations which have lower environmental impacts and target resources to make improvements.
21. Develop a coordinated approach to freight related AQMAs and carbon reduction action plans across Merseyside.
22. Encourage public bodies to develop procurement policies which support the uptake of low emission vehicles and fuels in their supply chain.
23. Investigate the use of alternative fuels for the freight sector and link in to the Alternative Fuels Infrastructure Strategy.
24. Make the case for national provision of intermodal freight terminals.
25. Consider the feasibility of consolidation centres transferring goods to low emission vehicles.

^s TQP is Taxi Quality Partnership*

Short term actions	Longer term actions
<p>Land-use planning</p> <p>26. Continue to engage with planners and regeneration agencies to promote sustainable transport and design, including the greening of routes to make them more attractive.</p> <p>27. Ensure greater enforcement of existing sustainable transport commitments made by developers.</p> <p>28. Promote district adoption of the Merseyside planning policy guidance note on installation of electric vehicle charging points and low emission strategies.</p>	<p>29. Include low emission strategies within planning documentation.</p>
<p>Network maintenance & management</p> <p>30. Ensure that all new transport projects take account of future climatic conditions and are planned accordingly.</p> <p>31. Complete Highway Asset Management Plan (HAMP) / TAMP, including proper consideration of climate change. Ensure that transport contributes to the delivery of the Green Infrastructure Strategy.</p> <p>32. Include environmental considerations in new and maintenance schemes. For example with reference to noise, materials and opportunities for on-site generation.</p> <p>33. Review opportunities to make efficiency savings and environmental improvements when replacing street lighting and traffic signals and through the way they are operated.</p> <p>34. Continue to maintain and develop the MAEI. ^t</p>	<p>35. Consider the options available to reduce noise levels from transport and, where finances allow, implement measures in priority areas where noise levels exceed recommended thresholds.</p> <p>36. Ensure that all new transport projects are constructed to high environmental standard and, where applicable, are subject to external assessment.</p>

^t MAEI is Merseyside Atmospheric Emissions Inventory

Appendix 2

Main links between the Merseytravel Environmental Strategy and LTP3

Priority 1 - Minimising the impact of transport and travel	LTP3 Action
<p>1.1. Reduced pollution from public transport across Merseyside without compromising standards of services</p> <p>1.2. Accessible and sustainable travel choices for people of Merseyside</p> <p>1.3. Air quality in Mersey Tunnels to continue to meet safe limits</p>	<p>Traffic (1, 2, 3, 4, 6, 7)</p> <p>Active travel (10)</p> <p>Public transport (11, 12, 14, 15, 16, 17)</p> <p>Network maintenance (35)</p> <p>Modal shift (8, 9)</p>
Priority 2 - Reducing our energy use emissions	LTP3 Action
<p>2.1. Generation and use of renewable energy</p> <p>2.2. Reduction in energy use across our operations without compromising standards of service</p> <p>2.3. Staff travel more sustainably on business and travelling to work</p>	<p>Modal shift (8, 9)</p> <p>Traffic (1, 2, 6)</p>
Priority 3 - Conserving resources and managing pollution and waste	LTP3 Action
<p>3.1. Embedding of sustainable procurement through the organisation</p> <p>3.2. Monitoring of resource use and actions to minimise</p>	<p>Public transport (12,15,16,17)</p> <p>Network maintenance & management (32, 33, 36)</p>

<p>3.3. Reduced emissions to land, water and air from our operations including less waste to landfill</p> <p>3.4 Minimal impact on natural environment of our operations and enhancement where appropriate</p>	<p>Traffic (1,6) Fleet vehicles (22) Network maintenance & management (32,36)</p>
<p>Priority 4 - Achieving environmentally sustainable infrastructure and services</p>	
<p>4.4. New infrastructure designed and built to appropriate sustainability criteria</p> <p>4.5. Management of buildings and services to minimise their impact on the environment</p> <p>4.6. Provision of infrastructure that promotes sustainable transport choices</p>	<p>Traffic (1, 2, 3, 4, 6, 7) Active travel (10) Public transport (11, 12, 14, 15, 16, 17) Network maintenance (35) Modal shift (8, 9)</p>
<p>Priority 5 - Engagement with stakeholders and partners</p>	
<p>5.4. Increased engagement on Merseytravel actions to reduce the environmental impact of transport and our operations</p> <p>5.5. Ensure that people understand the role of sustainable travel options in reducing the impact of transport on the local and global environment</p> <p>5.6. Contribute to delivery of low carbon and transport initiatives and demonstration projects regionally, nationally and within the EU</p>	<p>Traffic (3, 4) Modal shift (8, 9) Public transport (11, 13, 16) Fleet vehicles (18, 19, 21, 22) Land use planning (26)</p>

Priority 6 - Environmental performance and monitoring

LTP3 Action

- 6.5.** Responsibility and delivery of the Environmental Strategy is embedded into the Merseytravel Performance Planning Framework
- 6.6.** Environmental performance across the organisation is reported regularly to the ITA, the Executive Board and wider stakeholders
- 6.7** Annual review and reporting of Strategy delivery in-line with Corporate Social Responsibility ambitions
- 6.8** Annual certification to EMS ISO 14001

These Goals are specific to Merseytravel as an organisation

Appendix 3

Merseytravel's Carbon Management Plan 2011 - 2016

In 2010/11 Merseytravel developed a Carbon Management Plan (CMP) to guide its ambition to cut our CO₂e emissions by 24% by March 2016. To achieve this target the plan is based on two work strands:

1. **Change Management** - to embed carbon into the organisation's working culture. Activities include:
 - Incorporating the CO₂e saving target in business plans.
 - Regularly reporting progress through Merseytravel's reporting structure.
 - Develop further CO₂e saving ideas.
 - Raise staff awareness of energy use and carbon emissions.
 - Publish the organisation's progress in its annual Environmental Sustainability Report.
 - Include energy efficiency when procuring goods.
 - Review all policies, guidance and procedures for their environmental impact.

2. **Technical Improvements** - to lower carbon emissions through invest to save projects and investment programme projects.

Current identified projects make up 23.9% of the baseline, equating to a potential CO₂e reduction of 2,604 tonnes in year 1 from projects including:

Projects	Potential year 1 savings (tonnes)	% of the 24% CO ₂ e target
Power factor correction at Queensway Tunnel.	616	23.3
Automatic control of ventilation fans - Queensway and Kingsway Tunnels.	545	20.6
Upgrade tolls vacuum exhausters - Queensway and Kingsway Tunnels.	292	11.1
Invert lighting - Queensway Tunnel.	114	4.3
Variable speed drives and motors - Woodside ventilation station.	81.80	3.1
Load shedding over 1.5 years - Mersey Tunnels.	81.80	3.1
Total savings	1730.60	65.5%

Appendix 4

Merseytravel Staff Travel Plan Targets

The targets to be achieved by the 2015 are listed below.

Mode Share Targets

- To maintain the proportion of staff walking to work at 4% until the start of 2015
- To increase the proportion of staff cycling to work from 1.8% in 2009 to 5% by the start of 2015
- To increase the proportion of staff arriving for work by train from 33.8% in 2009 to 38% by the start of 2015
- To maintain the proportion of staff arriving for work by bus at 24.2% until the start of 2015
- To increase the proportion of staff car sharing on the journey to work from 4.8% in 2009 to 8% by the start of 2015
- To reduce the proportion of single occupancy car journeys to work made by staff from 30.7% in 2009 to 20% by the start of 2015

Business Mileage

- To reduce the annual cost of staff mileage claims by 10% by the start of 2015 using the 2006/07 figure (£81,186) as a baseline.
- To reduce the annual cost of staff taxi mileage by 5% by the start of 2015 using the 2006/07 figure (£8,613.02) as a baseline.
- To investigate how Merseytravel can utilise car club cars as an alternative to dedicated business vehicles or the Essential/Casual car user status.

Appendix 5

Relevant LTP3 Indicators

Text below is taken from 'A New Mobility Culture for Merseyside, The third Local Transport Plan' available at: http://www.leitstravelwise.org/content206_Local-Transport-Plan-3.html

LTP3 Indicator	Description	Notes	2014 Target
Performance Indicators with targets for areas under more direct public authority influence			
A1	Cycling - Index of Usage	Cycling and active travel are central to LTP3 and this indicator has a vital role in demonstrating progress in this area. The indicator is currently based on a robust data set which, dependant on cost implications will hopefully continue to be collected	112 (100=Baseline year 2010/11)
Performance Indicators using traffic light system for areas under less public authority influence			
B3	Mode Share of Journeys to School	This indicator is desirable but is subject to a good quality data source being made available – either nationally or locally	
B4	Estimated Transport Related Emissions	We feel this indicator is the most valuable of the 'Air Quality' Indicators to take forward to LTP3, though we do not consider it possible to set a meaningful numerical target. Data collection for this indicator is subject to funding of wider Merseyside Atmospheric Emissions Inventory programme post 2012.	
Travel to Work Modal Share indicator			
C7	Environmental Standard of Bus Fleet (Euro V or equivalent)	Data will be collected and this is a reasonable proxy measure of overall fleet quality, though we do not see this as a direct measure of performance. We propose to update the current – from Euro III to Euro V	
C8	Travel to Work Modal Share indicator	Data is collected via the Countrywide Household Travel Survey and the Labour Force Survey – this indicator is worth retaining for monitoring purposes	

Appendix 6

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For further information please contact:

Merseytravel
24 Hatton Garden
Liverpool L3 2AN
0151 227 5181